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INFORMATION REPORT

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COUNTRY

Hungary

REPORT

SUBJECT

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REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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Enclosure:

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- (B) Szeged-Békéscsaba track (1 page)
- (C) Szentgotthárd-Körmend track (1 page)
- (D) Budapest-Miskolc line (1 page)
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- (F) Cegléd-Pusztaszabolcs line (1 page)

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The Debrecen - Nyiregyhaza - Zahony railroad is not administered by

the Soviets ; however, in the central Debrecen station there is a large 50X1-HUM

Soviet station control post under the control of Col Nekresejov (who is
and engineer [redacted]

This post is manned by approximately 60 officers, non-commissioned officers,
and soldiers. This group is in charge of all transportation to and from
the Soviet Union. The requirements of this post take precedence over all
Hungarian commercial traffic, regardless of the fact of whether it is
delayed or stopped ^{all together.} [redacted]. In view of the above, it is easy to see
why some people would believe that the Debrecen station is under Soviet
control.

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Hungarian territory from the Zahony station. It is true, however, that the Russian gauge railroad has been extended 4 or 5 kilometers from the Zahony freight station to the railroad station of Tiszabezded. These tracks, which were used primarily for marshaling purposes, were laid about 2 years ago. No changes have occurred since that time, and the tracks have not been extended any further. The work of enlarging the Zahony station is proceeding at full ^{speed} capacity. In the meanwhile, a new freight station has been constructed making a total of 2 freight stations. At present, the tracks are being laid and the installations of the freight station are also being made ready; new stationary and cranes ~~mobile~~ will be installed.

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U.S. EYES ONLY
The railroad line between Szeged and Békescsaba has a si50X1-HUM.

Even the Hungarian newspapers have mentioned the fact that this line has been repaired and modernized.

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On the SZENTGOTTARD- KORMEND line, no work is in progress for the
construction of a second track. Only repair work is in progress at 50X1-HUM
the present time..

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had been repaired in its entirety (up to Miskolc) as a double track
railroad line.

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The electrification of this line has been in progress for the last
two years; So far, the work has been completed on the stretch up to
Vamosgyork. At the present time, the electric poles are being
installed in the Mezokovesd zone. The poles are built in Budapest in
the "Ujpester Schiffabrik(Ships Factory) and in the Mavag plants.

By taking into account the length of time used to electrify the
line up the Vamosgyork, it can be estimated that the entire job should
be completed by the end of 1954, at which time traffic by electric
traction will be possible as far as Miskolc.

This work is proceeding simultaneously with the construction of the
Borsod power plant; it is expected that the hydroelectric installations
at Tiszaok will be completed soon. At the present time most of the
electric power is supplied by the Disgyor and Tiszaok power plants;
it would be insufficient to run the trains by electricity.

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Block system used on the Hungarian Railroads.

The Hungarian press has already spoken at length of the block system used on the Hungarian railroads. Recently, they have also mentioned that the main West line (Vienna-Budapest) has been equipped with a new block and safety system. This is a new Hungarian invention, perfected and developed in the Superior Technical School in Budapest. This new system is called the "Distance Regulator". When a train enters a large station, all the parallel lines that feed into the main line are blocked automatically. This new system not only affords greater safety for the traffic but also increases considerably the capacity of a station. So far this equipment^{has been} installed in the Ferencvaros freight station where it is planned to do most of the marshaling work without the assistance of any locomotives. The freight cars^{are} pulled to an area from which several inclined rails radiate. The freight cars are then released down these rails and are thus able to reach by themselves their assigned places. To prevent the freight cars from jumping the frog, it is^{only} necessary to block a single switch which in turn blocks on the other switches.

This new block and safety system^{is} now being tested in the central station of Budapest^{and} in the Ferencvaros and Tatabanya freight stations.

The so-called automatic "English block systems" are in use only in

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the freight stations near important railroad centers. At the small provincial stations, the switches are still blocked by hand.

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Between CEGLED and PUSZTASZABOLCS there is no direct railroad

connection. The only railroad line in the area crosses over the
Dunafoldvar Bridge and joins, above Solt, near Kunszentmiklos, the
network of the Budapest-Fulopszallas- Kecskemet, This line in turn,
is connected with the Budapest-CEGLED- Szolnok line.

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